



Proposed South Mountain Freeway (Loop 202) Study Update

City of Phoenix
Ahwatukee Foothills Village Planning Committee

Timothy Tait, Arizona Department of Transportation
Communication and Community Partnerships
May 19, 2008





Regional Transportation Plan



In 2003, Maricopa Association of Governments (MAG) approved \$15.8 billion Regional Transportation Plan (RTP)

In 2004, voters approved Proposition 400

- Provided funding needed to implement RTP
- Extension of 1985 voter-approved plan
- Half-cent sales tax in Maricopa County

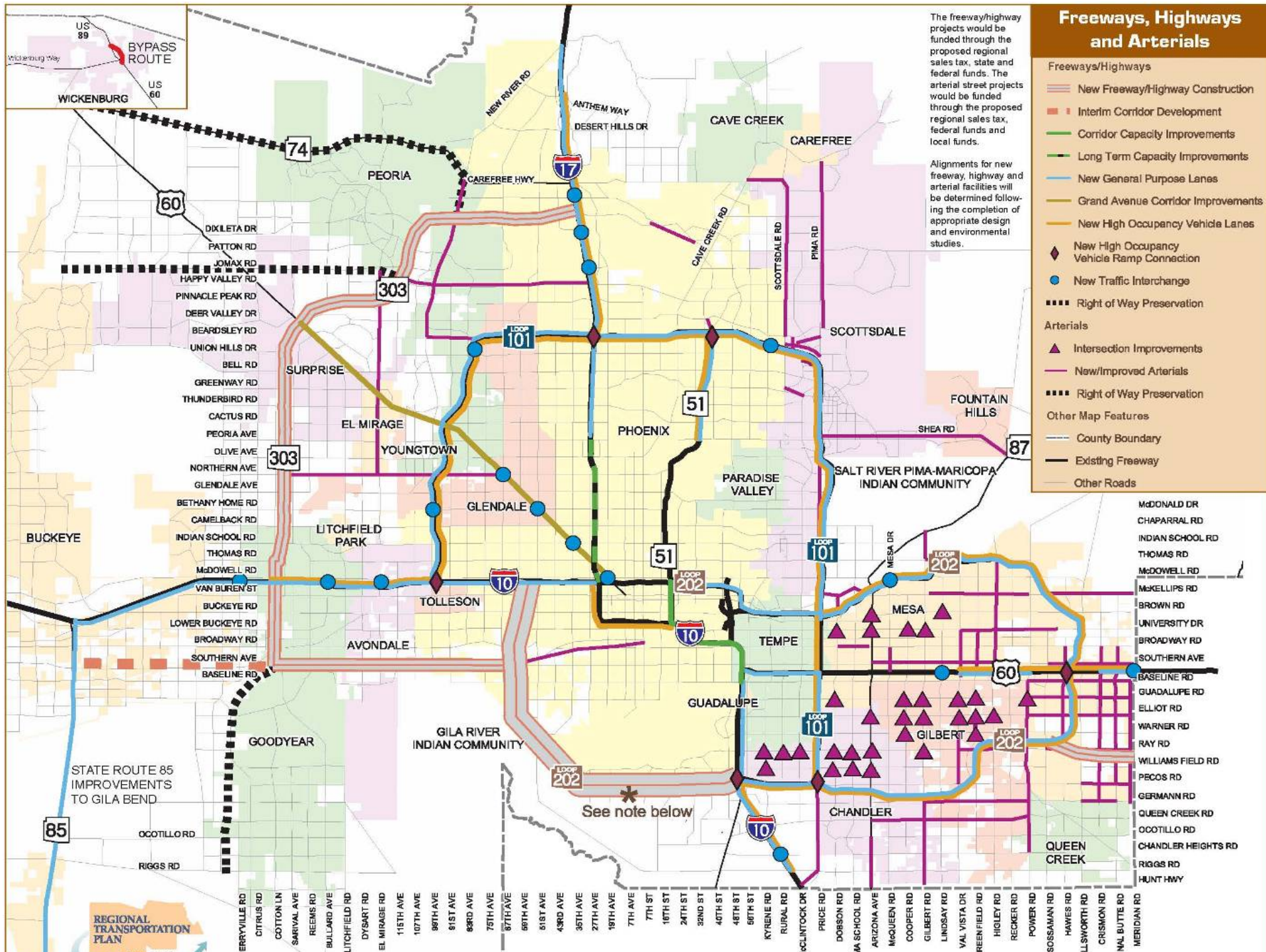


What is the RTP?



Partnership between ADOT, MAG, local cities, Valley Metro and Valley Metro Rail to:

- Manage regional transportation programs
 - roads, freeways, light rail, buses
- Coordinate project implementation
- Develop finance strategies
- Foster communication and public involvement
- Facilitate regional collaboration



Population Growth

1955

General study area

PEORIA

GLENDALE

SCOTTSDALE

SALT RIVER PIMA
MARICOPA INDIAN
COMMUNITY

AVONDALE

PHOENIX

TOLLESON

BUCKEYE

GOODYEAR

ESTRELLA
MOUNTAIN
PARK

SOUTH
MOUNTAIN PARK

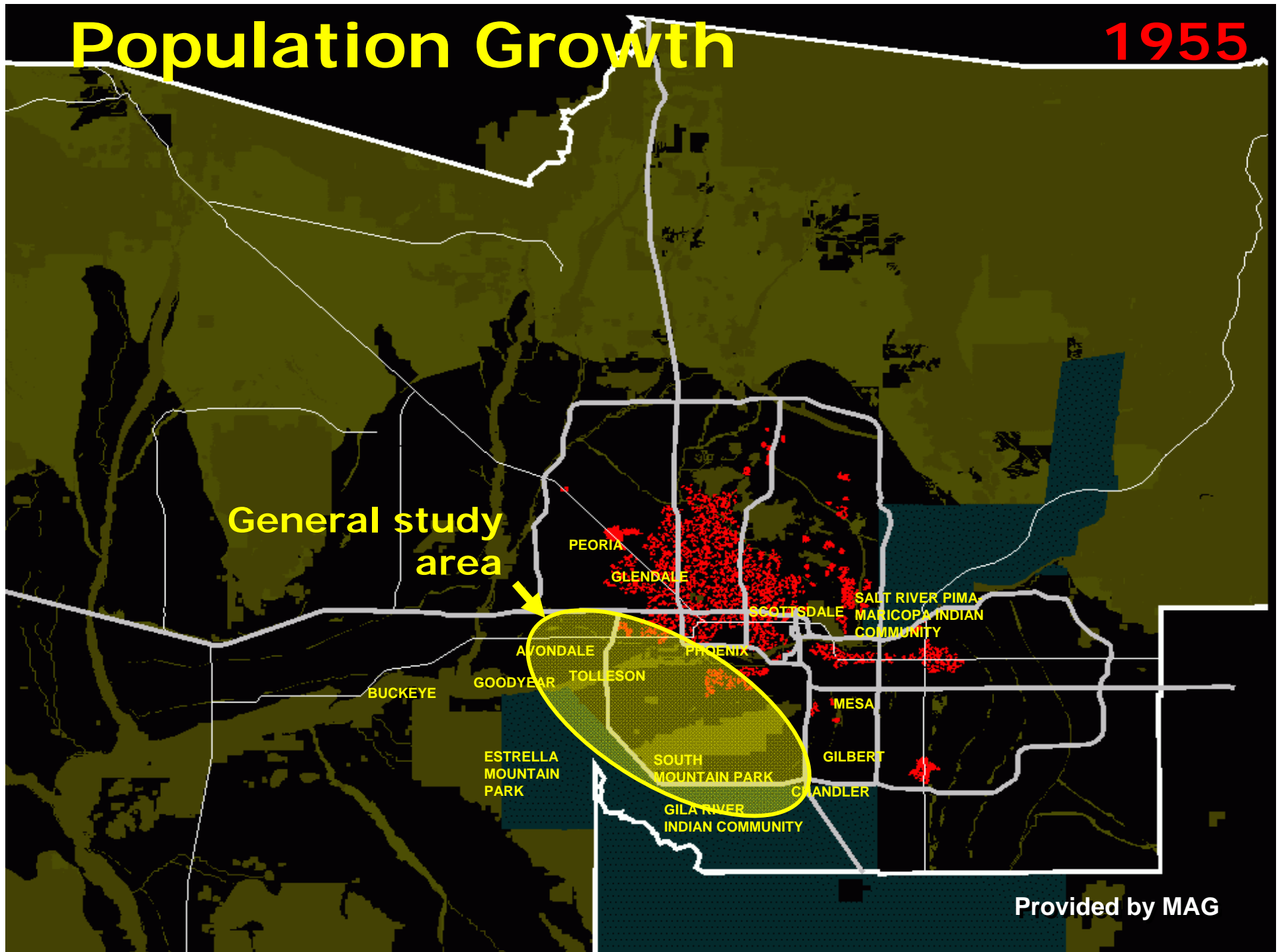
GILA RIVER
INDIAN COMMUNITY

MESA

GILBERT

CHANDLER

Provided by MAG



Population Growth

1990

General study
area

PEORIA

GLENDALE

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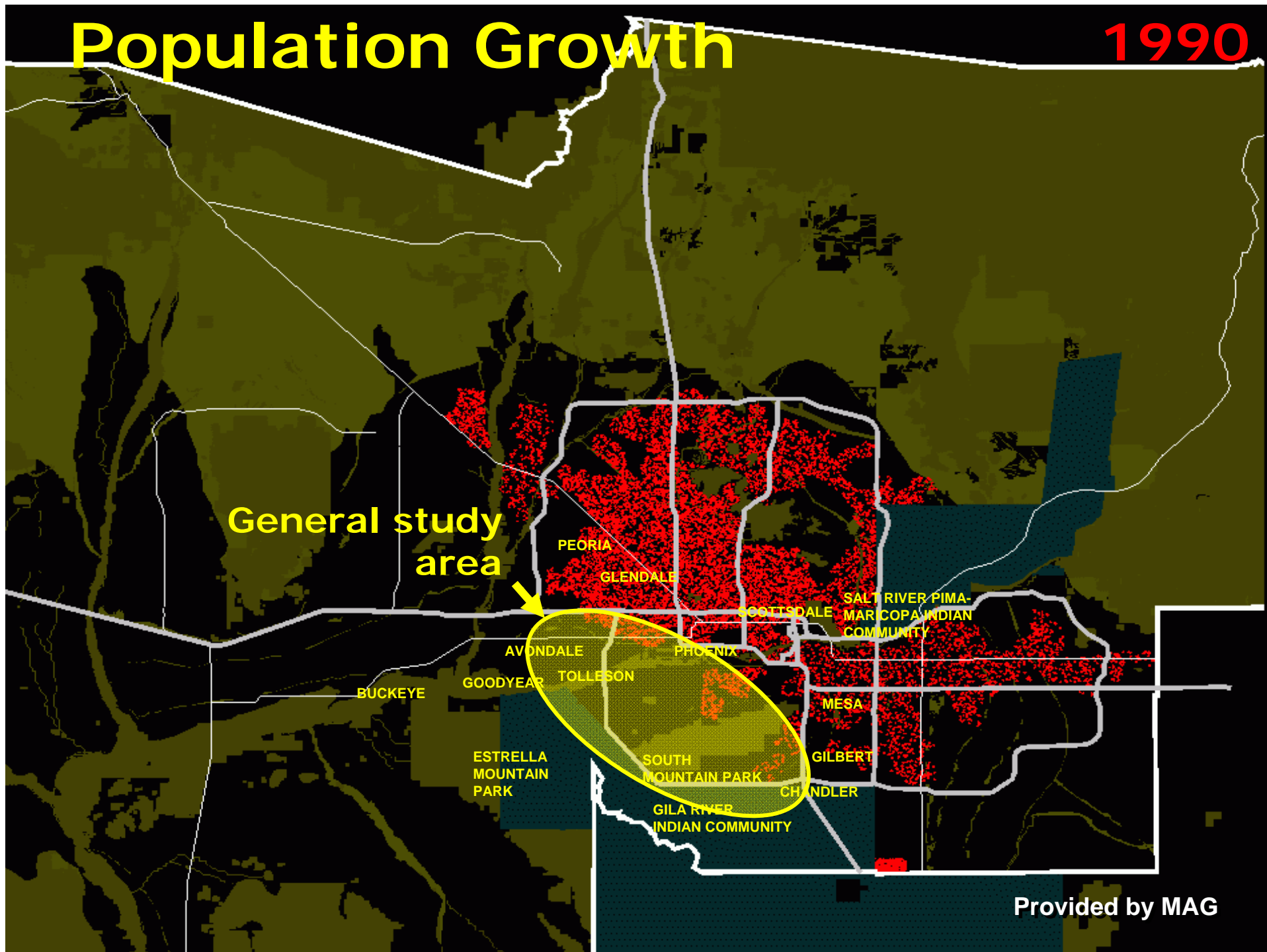
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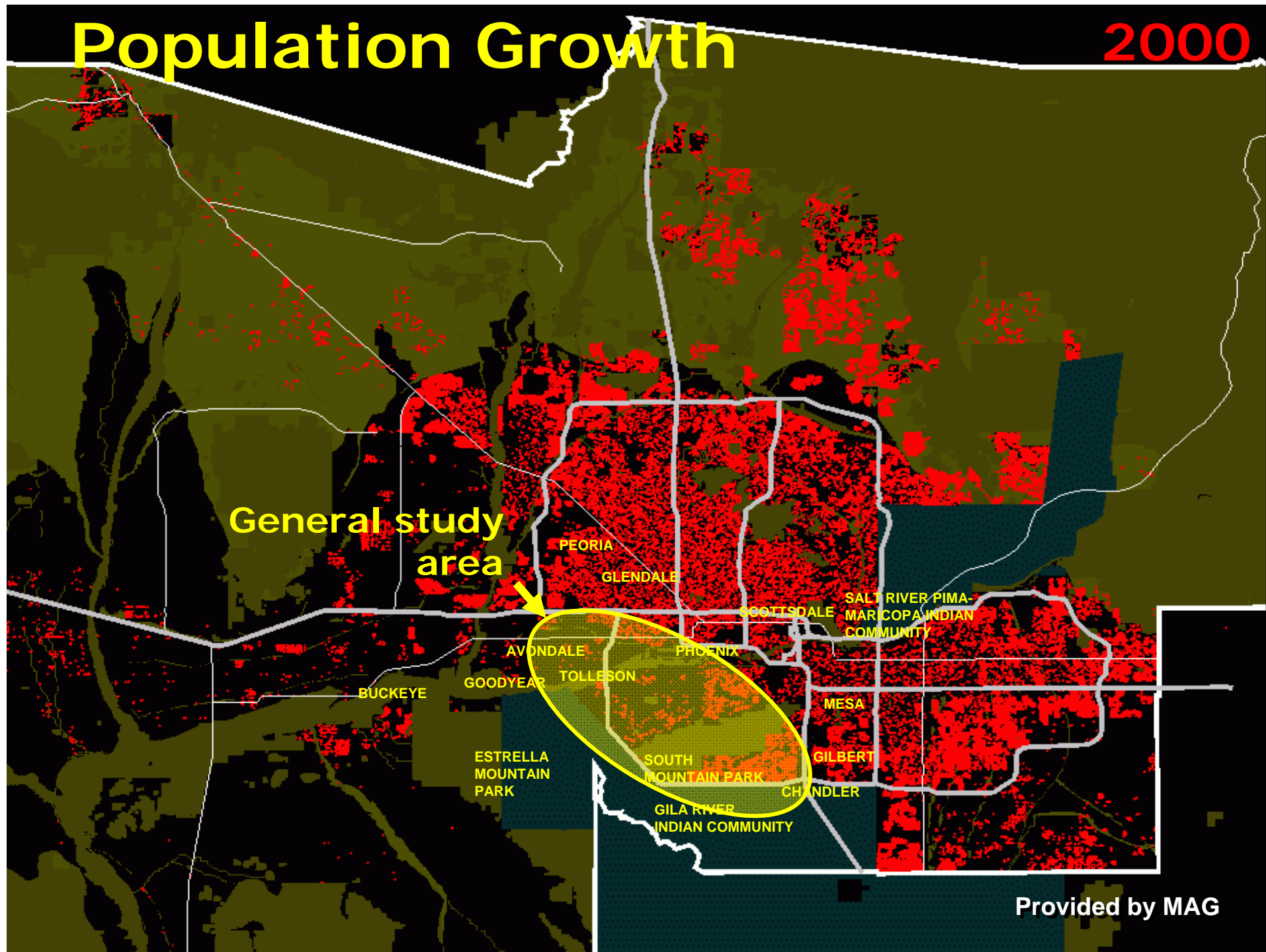
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INDIAN COMMUNITY

Provided by MAG



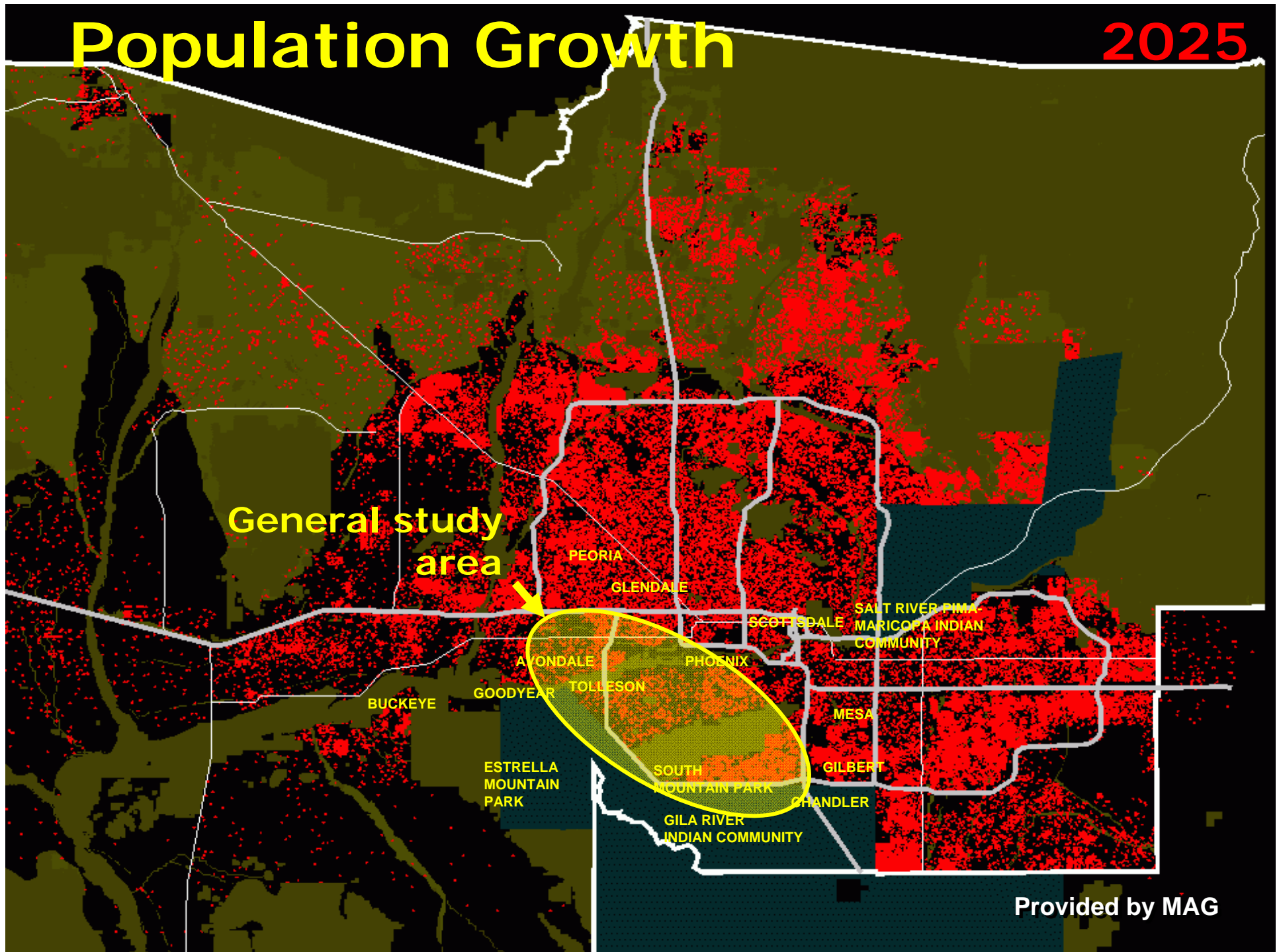
Population Growth

2000



Population Growth

2025



Provided by MAG



FHWA's Role



- Serve as lead federal agency
- Participate in study process
- Provide EIS review and approval
- Provide funding



MAG's Role



- Develop RTP and conduct regional transportation planning in collaboration with ADOT
- Set priorities for scheduling and funding of projects
- Approve accelerations and cost changes to RTP
- Approve air quality conformity on all regional transportation projects



ADOT's Role



- Implement RTP
- Conduct studies to identify/evaluate freeway alternatives
- Coordinate Environmental Impact Statement (EIS)
- Acquire rights-of-way
- Design and construct freeways
- Maintain freeways



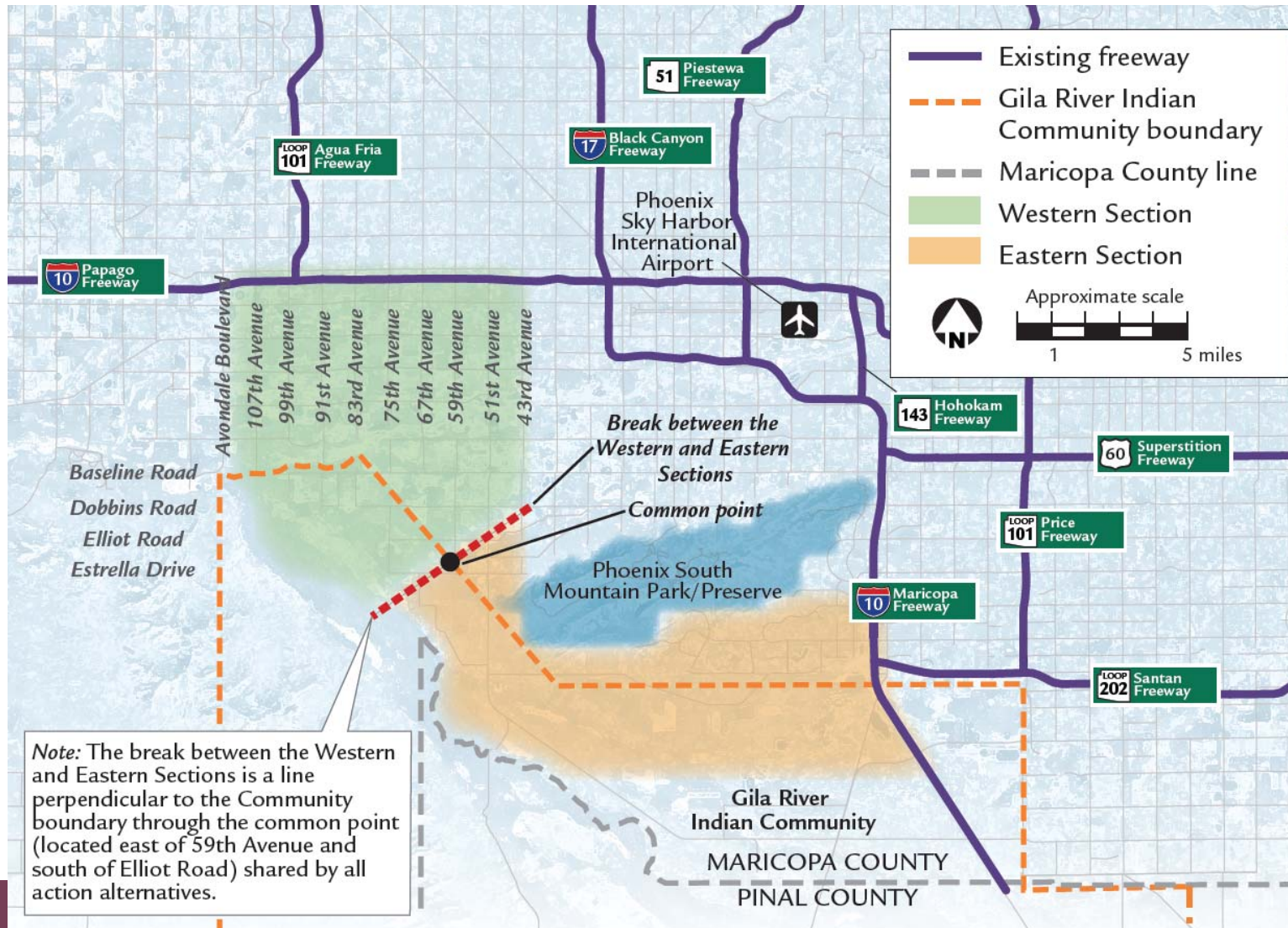
Public's Role



- Ask questions
- Provide feedback
- Tell us
 - What is important to you?
 - What are your concerns?



South Mountain Freeway Study Area





Project History: Purpose and Need



Regional Population

3.8 million in 2005

6.24 million in 2030

Travel Demand

135% increase in
the same time period

- South Mountain Freeway – 189,000 vehicles per day in 2030
- Provides movement between the southeast and southwest portions of the Valley



Project History: Purpose and Need



South Mountain Freeway would allow the regional transportation system to function most effectively in 2030

- Improved travel times
- Less freeway and arterial street congestion

Travel time savings with South Mountain Freeway

- Regionally: \$400 million per year



What ADOT Studies

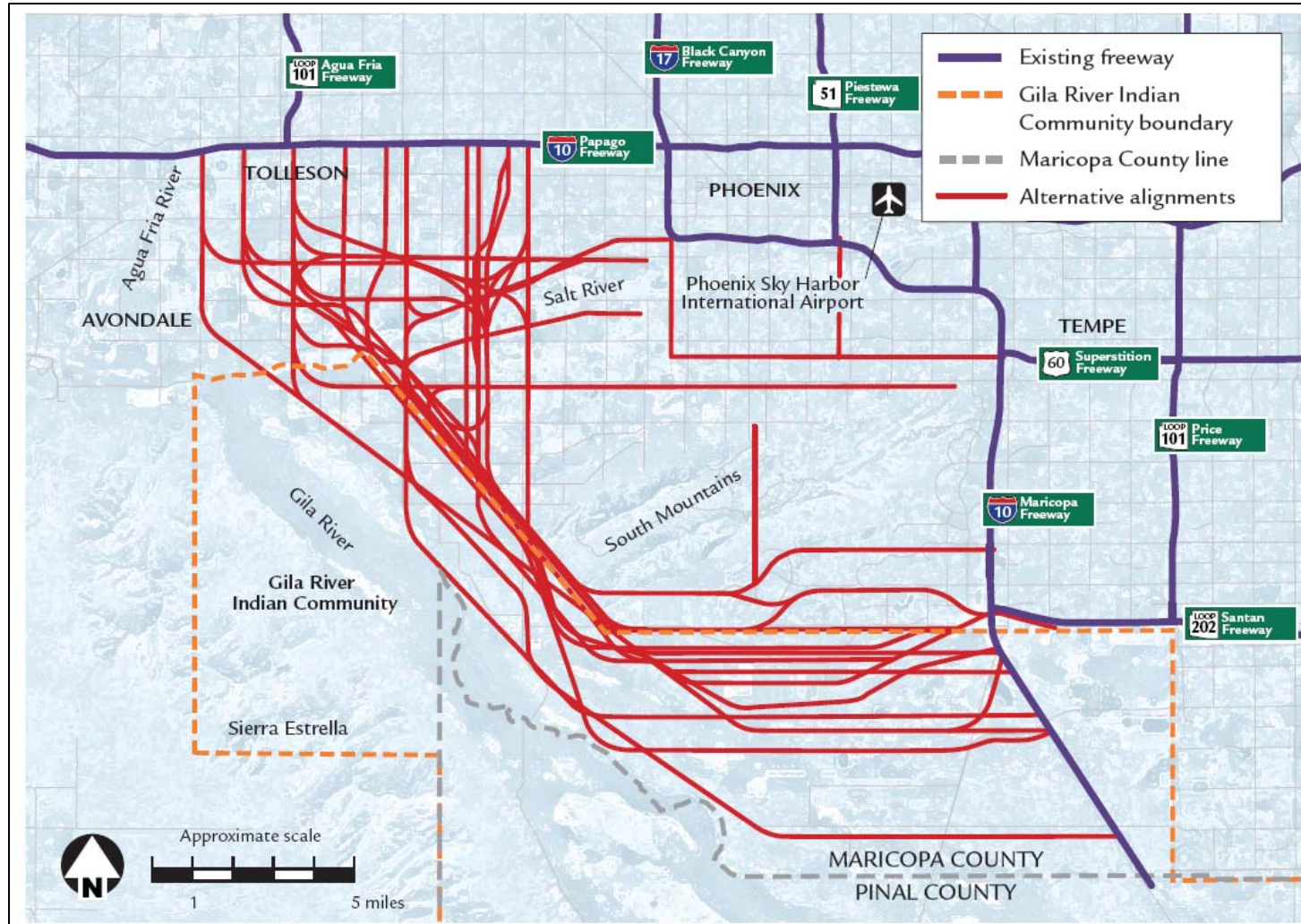


- Air quality
- Cultural sites
- Environmental justice
- Threatened and endangered species
- Potential hazardous waste sites
- Residential and business displacements
- Noise
- Utilities
- Local land use plans
- Agricultural lands
- Traffic operations and highway design standards
- Public and jurisdictional acceptability
- Historic/public park land [Section 4(f)]
- Cost

* *This listing is representative*

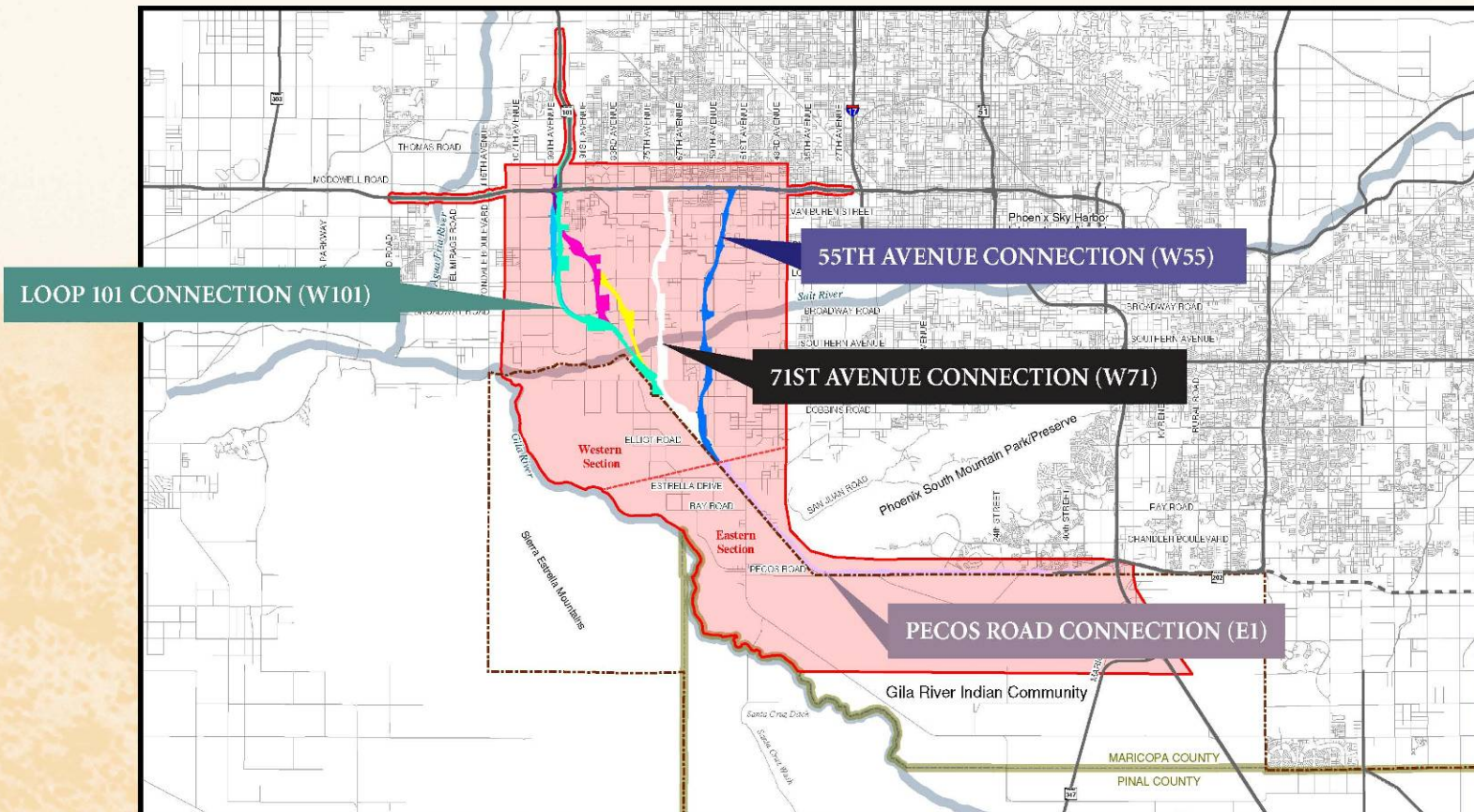


Initial Alternatives





Alternatives Studied in Detail





Evaluating Alternatives



- 30+ alternatives
- Alternatives refined to those shown
- Public and agency suggestions
 - More than 2,100 comments received from November 2005 public meetings
 - Local government resolutions
 - CAT recommendation for Loop 101 Alternative



Evaluating Alternatives



- ADOT recommendation of 55th Avenue Alternative as Western Section “preliminary preferred alternative”
- Alternatives continue to be studied in detail in technical reports and Draft EIS



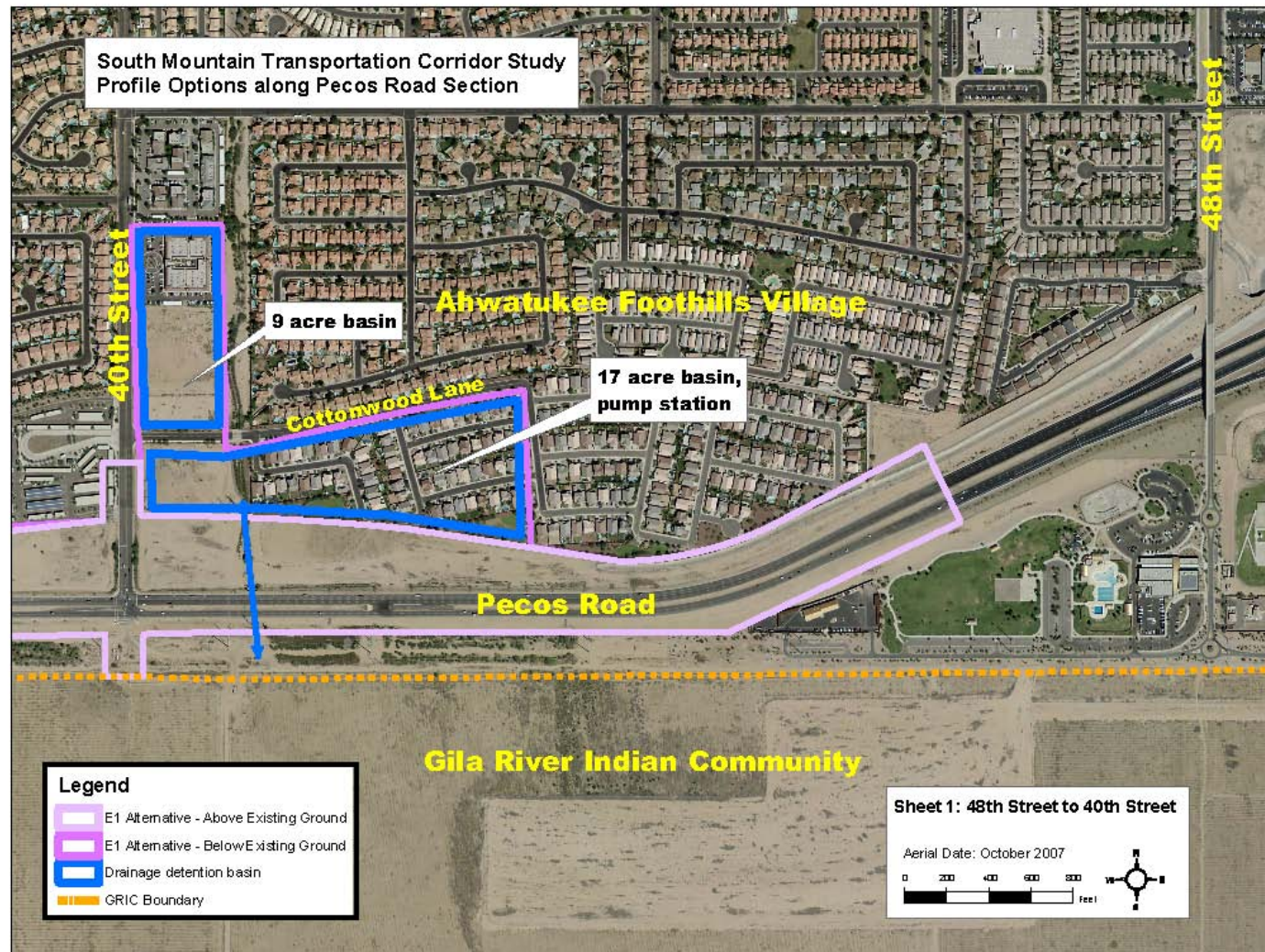
Alternatives Developed



- Three alternative options were developed:
 - Above existing ground
 - Below existing ground
 - No-build



Pecos Road Alternative Profile Options



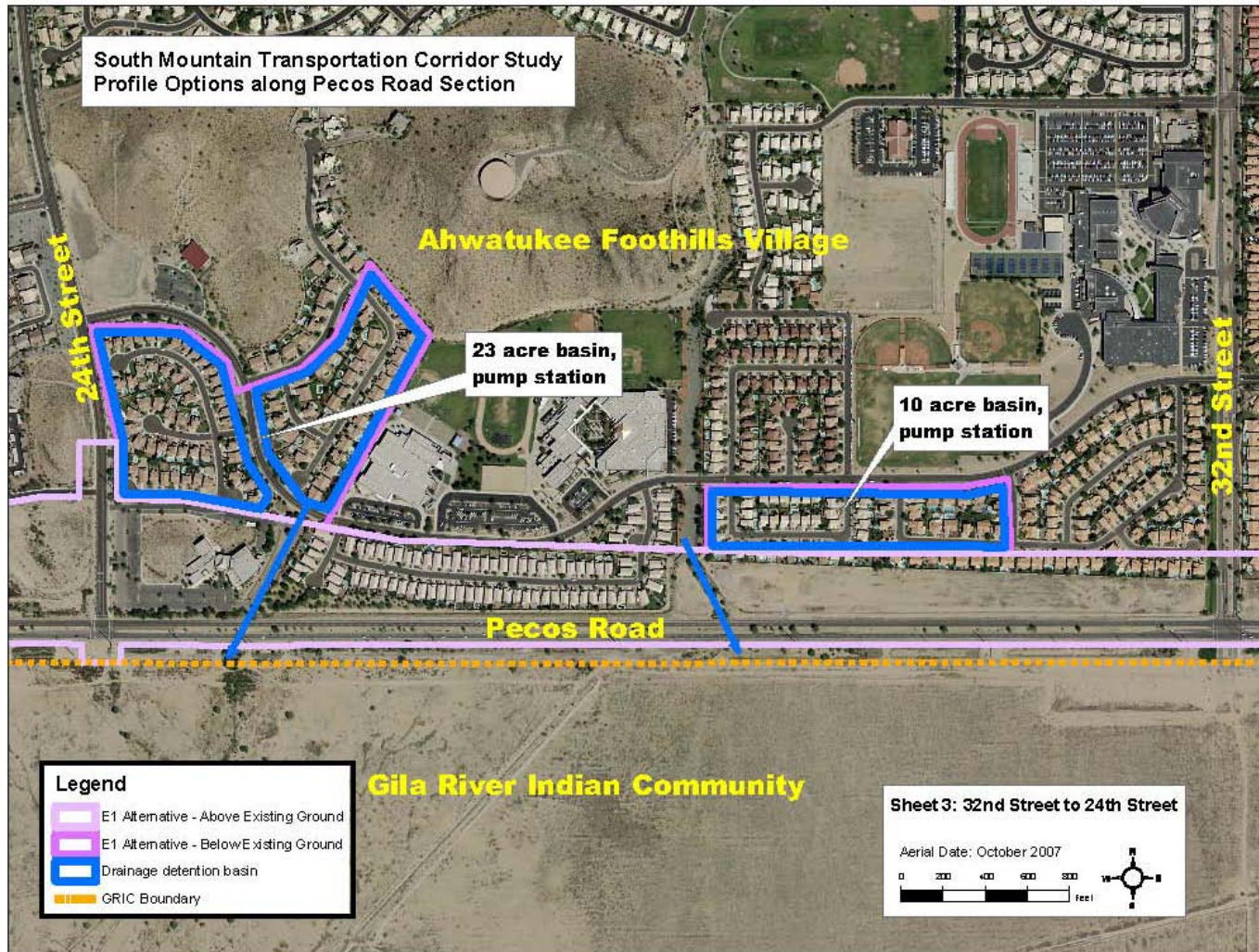


Pecos Road Alternative Profile Options Con't.



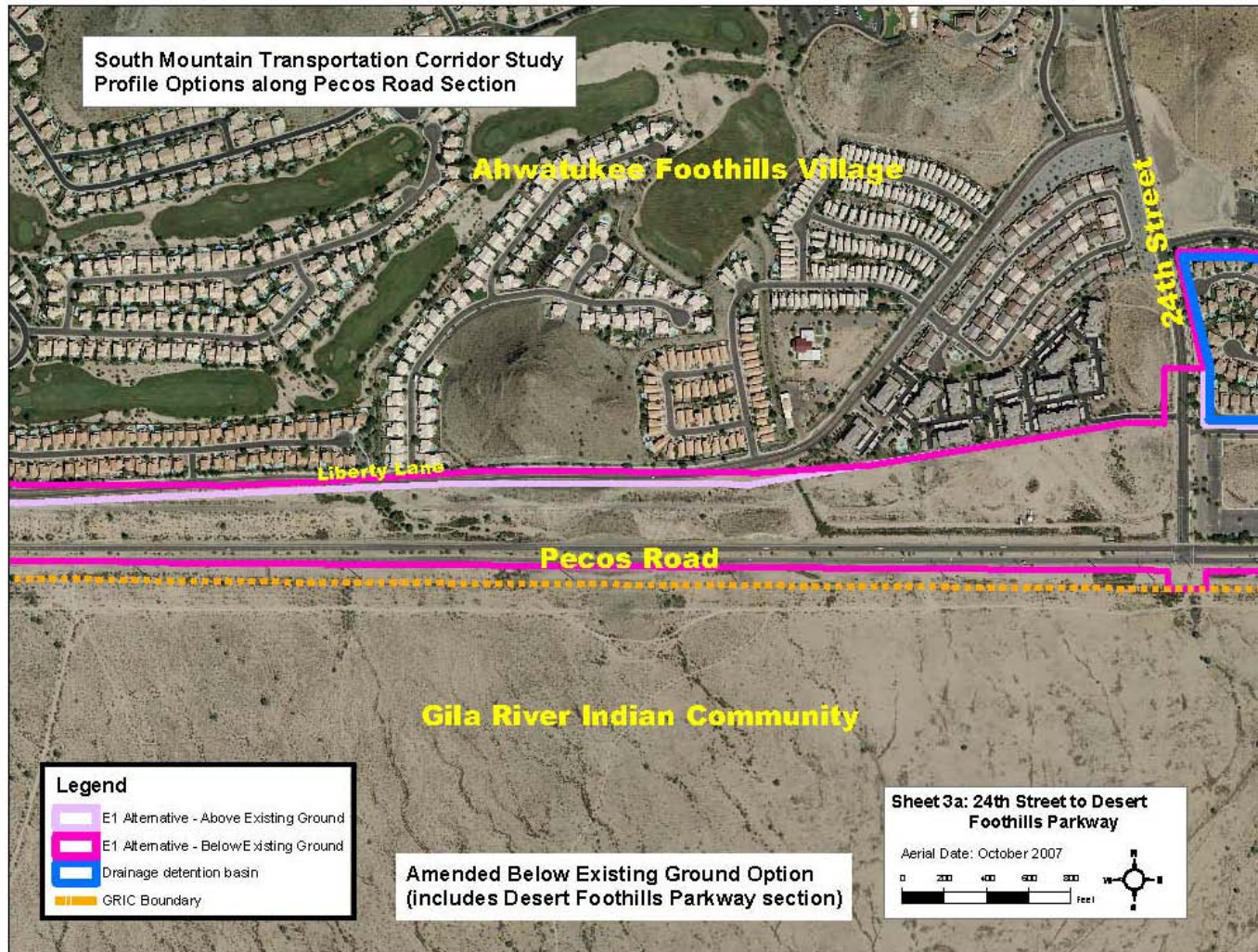


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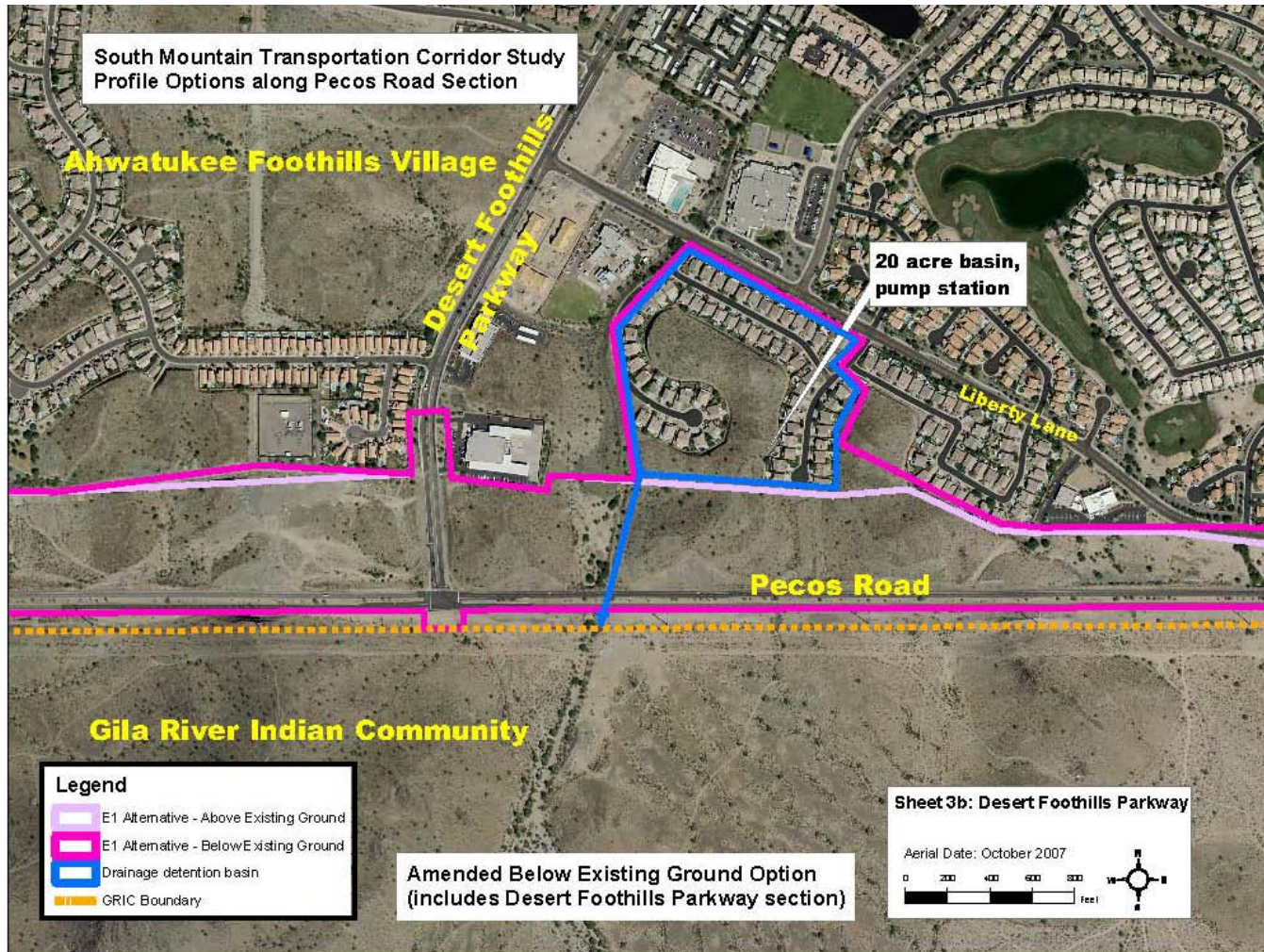


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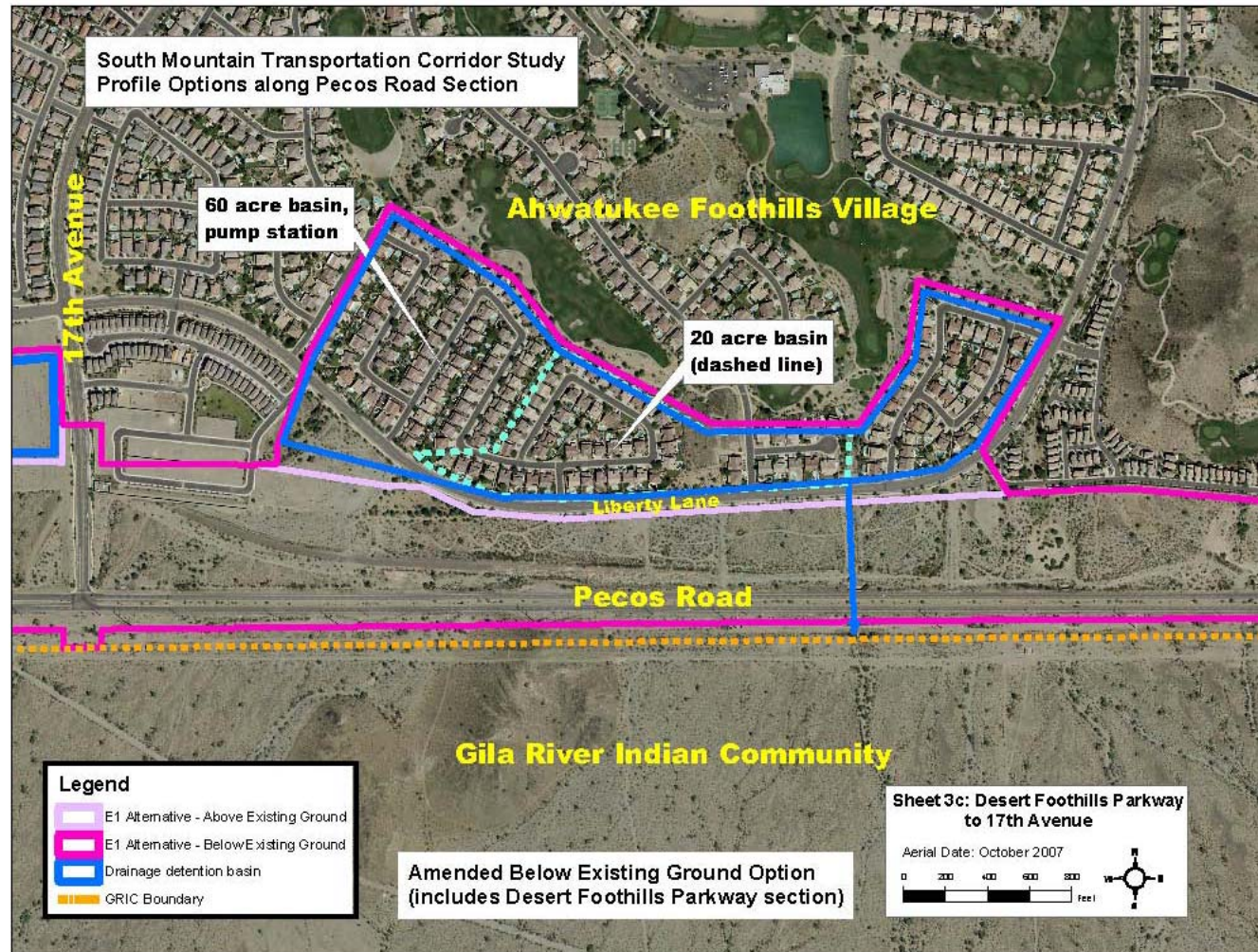


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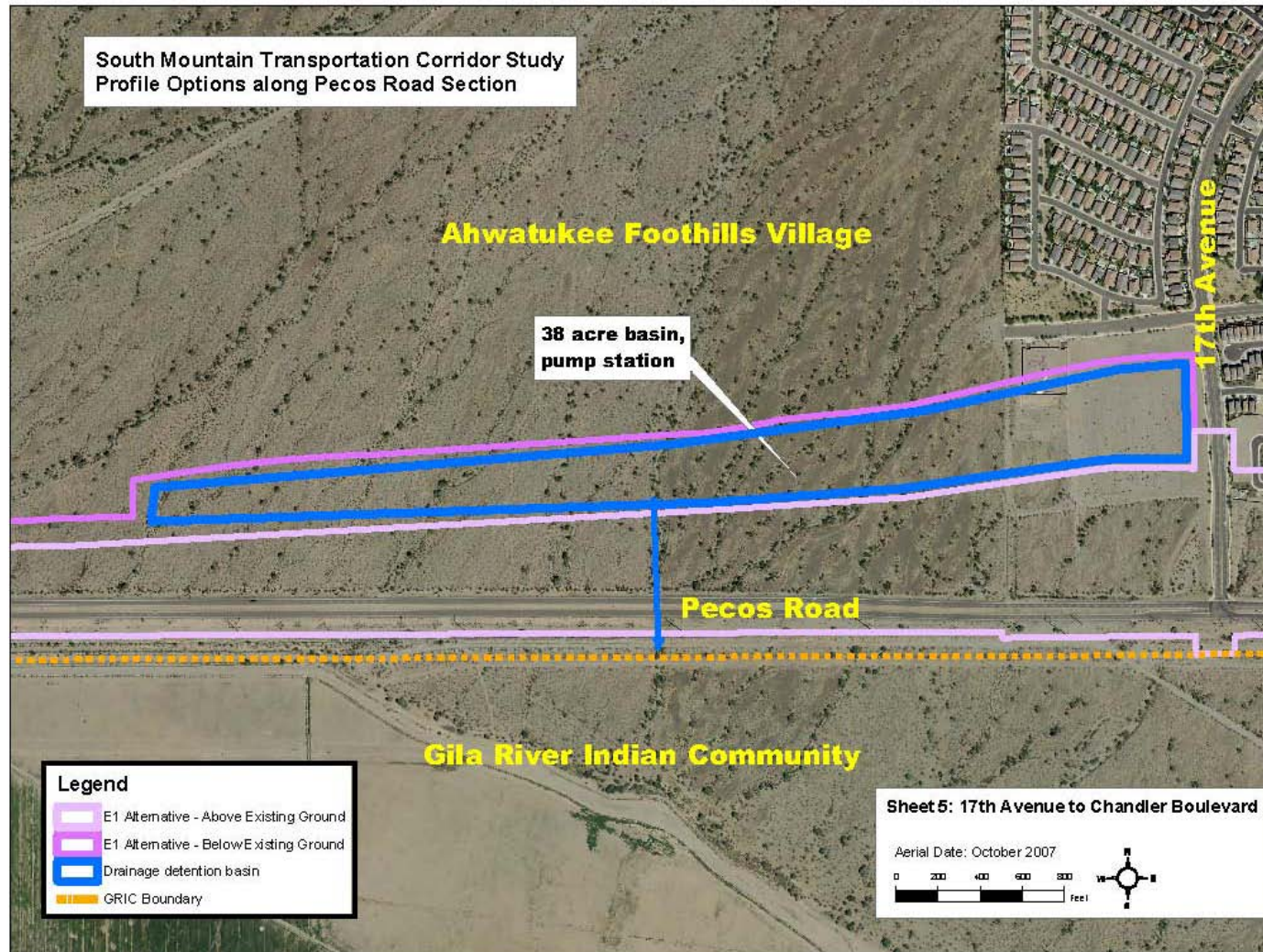


Pecos Road Alternative Profile Options Con't.





Pecos Road Alternative Profile Options Con't.





Summary of potential impacts



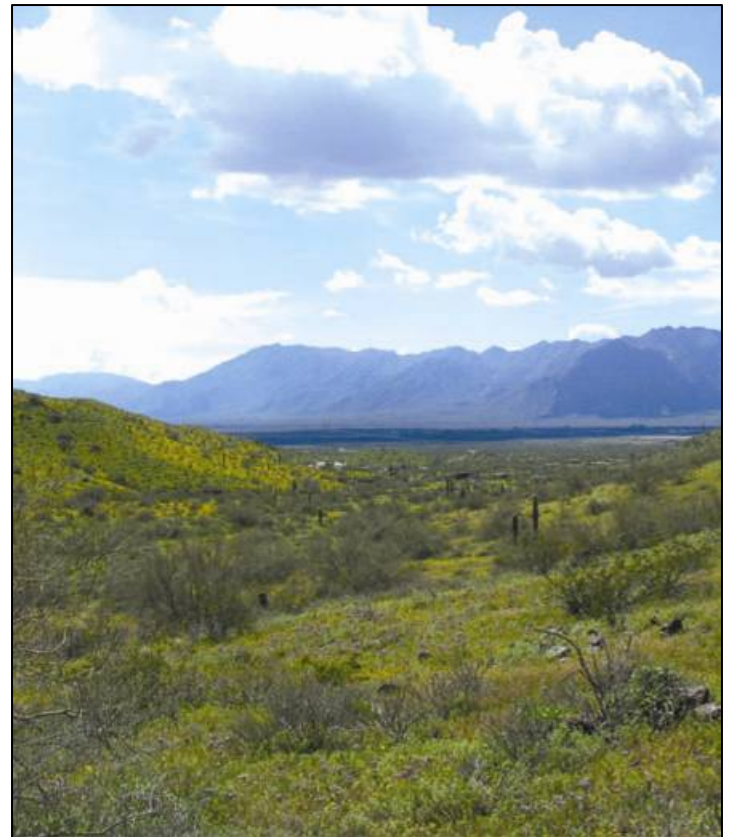
Issue	Freeway Above Existing Ground Option	Freeway Below Existing Ground Option
Residential displacements	317	806 with base drainage plan
Cost	\$810 million	\$1.383 billion with basic drainage plan
Noise	Noise barriers would be used to mitigate impacts	Noise barriers would be used to mitigate impacts



Traditional Cultural Properties



- A traditional cultural property (TCP) is defined as a property eligible for inclusion in the National Register of Historic Places because of its association with cultural practices or beliefs
- South Mountains are considered sacred by some Native American communities





Citizens Advisory Team



- Reconvened March 2007 with meetings approximately every month
- CAT is discussing Eastern Section and Build/No-Build Alternative
- CAT members are encouraged to involve their respective associations
- Recent meetings have discussed traffic studies, alternative screening, roadway profile options, water resources, jurisdictional waters, floodplains, land use, visual and biological resources



Citizens Advisory Team Meetings



- Meetings are held at South Mountain Community College, 7050 S. 24th Street
- 6–8:30 p.m.
- Public welcome to attend



Citizens Advisory Team Future Meetings



Date	Subject	Topics
May 22, 2008	E1 Alternative DEIS – Impacts	Hazardous materials Geotechnical resources Energy Utilities
June 26, 2008	E1 Alternative DEIS – Impacts	Social conditions Environmental justice Noise
July 24, 2008	E1 Alternative DEIS – Impacts	Section 4(f) and 6(f) Cultural resources
August 28, 2008	E1 Alternative DEIS – Impacts	Economics Prime and unique farmlands Cumulative and secondary impacts



Citizens Advisory Team Future Meetings



Date	Subject	Topics
Sept. 25, 2008	E1 Alternative DEIS – Impacts	Public comment summary Construction cost/right-of-way cost/total cost
TBD	Air Quality Panel	Air quality (nonproject-specific)
TBD	Draft Environmental Impact Statement for public review & comment	
TBD	Air Quality Panel	Air quality (project-specific)
TBD	DEIS Open Discussion	Discussion of action versus No- Action Alternative Discussion of mitigation CAT discussion regarding DEIS
TBD	CAT Recommendation	CAT recommendation regarding action versus No-Action Alternative



Project Process: What's Next



DECISION-MAKING PROCESS

Draft
Environmental
Impact
Statement

Public review
of Draft
Environmental
Impact
Statement (DEIS)

ADOT/FHWA
decision on
No Action/
Action Alternative

Final
Environmental
Impact
Statement (FEIS)
and
Record of
Decision

PUBLIC INVOLVEMENT PROCESS

Citizens Advisory Team Meetings
Community Office Hours
Community Events/Meetings
Public Hearings

Public Comment Throughout Process



Public Hearings



Public hearings will be held during the public review of the Draft Environmental Impact Statement

- Two hearings – one in western and one in eastern section of the study area
- Public will be able to submit formal comments, which will be included in the project record



Community Office Hours



During the Draft EIS public comment period, study team representatives will be available during open office hours to answer questions and accept comments

- Located in various locations in the study area – announced through newspaper notices, fliers and the project Web site



Contact Information



Project Web site:

www.azdot.gov/ValleyFreeways

E-mail:

ADOT@PolicyDevelopmentGroup.com

Project information line:

602-712-7006

Project mailing address:

Timothy Tait, SMF Study Team
101 N. 1st Ave. Ste. 1950
Phoenix, AZ 85003



Questions and Comments





Thank You!

